

# HOME OF CAPTAIN COUCH

FLANDERS LEWIS WILSON AND GLISAN HOMES FROM 1912 AND JOHNSON STS IN 1976



RESIDENCE OF MRS O.H. LEWIS 1912 AND GLISAN



RESIDENCE OF MRS RODNEY GLISAN 1912 BETWEEN IRVING AND JOHNSON STS



RESIDENCE OF MRS R.B. WILSON 2012 AND HOYT STS

CAPT JOHN H COUCH

## Stately Homes in Fashionable Residence District, That Preserve Memory of Portland Pioneer Who Brought His Family to Oregon From Massachusetts Around Cape Horn in 1844

Written for The Journal by Will T. As fruits of the early efforts of the sturdy pioneers now stand the group of beautiful homes Captain Couch's daughters and the widow of Captain Flanders, which homes, with their spacious grounds, stately trees, beautiful shrubbery and pretty driveways, are numbered among the show places of the city.

In this group, which is in the Nob Hill district, are the homes of Mrs. C. H. Lewis, Nineteenth and Glisan streets; Mrs. Rodney Glisan, Nineteenth

between Irving and Johnson streets; Mrs. R. B. Wilson, Twentieth and Hoyt streets; and Mrs. George H. Flanders, Nineteenth and Flanders streets. Captain Couch left one other daughter, Miss Mary H. Couch.

It was in 1844 that Captain Couch first sailed up the Columbia and Willamette rivers. An Indian stood on the bank of the Willamette, near the present foot of Washington street, and watched the approach of the moister of the sea, whose wings were flapping in the breeze. He was surrounded by the solitude of an unbroken forest, some distance behind him a thin, blue string of smoke climbed skyward. There were no other signs of life.

The thing of the sea came slowly toward him. He hid from view and saw it come abreast of him and pass on. On the deck of the vessel stood Captain Couch intently studying the banks of the stream while his blood ship, the Maryland, slowly picked her course up the uncharted stream. The ship was carrying a cargo of merchandise and her captain was bound for the headwaters of navigation for ocean going vessels. The brig reached Oregon City, where there was a small settlement. Captain Couch built a warehouse for his merchandise and engaged in business.

Soon the waters of the spring freshet began to recede and Captain Couch was warned that his vessel was in danger. He lifted anchor and drifted down the stream to near Ross island, where he tied his ship for a time and studied

his surroundings. On each side of the stream was a wilderness of timber. But he knew that he was at the head of deep sea navigation, the logical location for a city, and his prophetic vision leaped through the years until he saw great buildings in place of the thickets, beautiful lawns where the underbrush was dense, and city streets where the deer and Indian had made their trails.

"This is where I shall rest my lot," he soliloquized. "I have found the favored spot of the Pacific coast. My search is ended." He lifted anchor again and set sail for his home port on the coast of Massachusetts, whence he had come by way of Cape Horn. His was the first ocean vessel that ever sailed up the Willamette as far as Oregon City, and it is not known that one has ever dared the feat since.

When he arrived home he immediately set to work building a new ship to carry him again to the land of promise and unknown possibilities. He built the bark Chenamus, which was modeled after an Indian canoe and named after an Indian chief. He rounded Cape Horn once more and returned to Oregon in 1844, tied his ship near where had stood the Indian who watched his coming four years before, and cast his lot in the land of the setting sun.

His family was with him. So was Captain George H. Flanders, his wife's brother. The men put others to work felling the timber and clearing the land. Captain Couch built his log cabin home where now is the southwest corner of Fourth and Hoyt streets, near the present Union depot grounds. The cabin was near a lake, which the captain named Couch lake. On the west side of his cabin he planted an orchard covering 13 acres.

Other settlers followed and the town grew. Then came the important advent of a railroad, and Captain Couch and Flanders gave the old Oregon Central Railroad company 19 city blocks for terminal grounds. Among the pioneers who came and aided in conquering the wilderness were C. H. Lewis and L. H. Allen, who arrived in Portland in 1850. They came from New York by way of the Panama route. Portland then was huddled in a row of buildings along Front street. In 1853 they established a business which eventually became one of the largest wholesale houses on the coast. And probably no concern is more widely known today than the firm of Allen & Lewis.

C. H. Lewis married one of Captain Couch's daughters. Two other daughters were married to prominent physicians of the early days, one being Dr. R. B. Wilson and the other Dr. Rodney Glisan. All three of the daughters are now widows.

After they were married they built homes in a group between Fourth and Fifth streets, north of Burnside. Here

they lived until after Captain Couch's death in 1870, when they moved farther away from the river to the more desirable residence location where their attractive homes now are.

The title to that portion of the land still owned by the Couch heirs has never changed. There has been but one deed, that direct from the government to Mrs. Couch and her daughters. The patent was not issued until after the death of Captain Couch.

## City and Country Sketches

WRITTEN FOR THE JOURNAL BY A. BATCH

### XXVI—For the Sake of a Factory Girl.

I HAVE never been accustomed to early rising, especially when living in a city. A soft breakfast usually came early enough for me. A man of this habit loses much in the course of a lifetime, though perhaps he gains a good deal, too. However, Amos Zane was very different from me in this respect. Country or city, summer or winter, he was up and out early, always before 5 in the period of shortest days. And on his early morning walks—along city streets or on his great western ranch—his eyes are always keenly open, his mind active; there is always a purpose, if not one yet clearly defined, in his morning observations and meditations.

Amos Zane was as a boy a worker in a great iron mill in New York. To that occupation he was born and bred, and if he had not been different from most of his young co-workers, he would have remained in it till death or disability ended his labors. But being different, he gained promotion early, managed to save some money, and at the age of 23, struck out for the far west. Not one in a hundred other young men in like circumstances could and would thus break free from the chains of their city and mill employment. Amos, as I have said, was "different."

### The Girl He Left Behind.

When he came west Amos had a sweetheart, a girl of 18, also a mill worker—though in a different mill. When she was 14 he had happened to meet her from a sudden death, as she was about to be run over by a fire engine. He helped her home; thus began the acquaintance. They became lovers, promised to marry each other. This was one reason why Amos struck out for the west; he was resolved to place his wife in different surroundings and raise his family in different circumstances from those which were their inevitable fate if he remained a city mill worker.

He had read something of opportunities in the great west, he had courage and confidence; so he bade Alice Zane good-bye, telling her he would send for her in two or three years, at most. But neither knew how cruel fate was to be; it was a last good-bye.

Alice Zane was the elder girl left at home of half a dozen children. Her mother, who also had been a mill worker for many years, was now a bedridden invalid. Besides her daily toil in the factory, Alice had to wait on her mother, be a mother to younger children, and do most of the housework. The father earned fair wages, but quite a percentage had to go for drink and the family had to pinch along on the barest necessities. Alice was not a very strong girl, though mentally if not morally superior to most of her mates. The burden she uncompromisingly bore was too heavy for her. She bore it long after the ability to sustain it was impaired, and collapsed only when her strength of mind could no longer sustain the impoverished and diseased body. Then the end came quickly: "Stopping consumption" carried her off in six months. She would not write the truth to Amos, lest the long trip she felt sure he would make would be too great a sacrifice for him; so just when he was seeing his way clear to send for her, he heard of her death. After that he was a still more "different" man.

Amos Zane was perhaps one of those lovers or husbands whom we used to read about, but rarely if ever see in real life, who are "true" to wife or sweetheart after she is dead—will never marry or make love to another. He was one of the souls to whom such an affliction is one for a lifetime. The inner extremity of the wound never healed. Not that he became offensively

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## New and Universal in Popular Science

### Pope's Private Garden.

JOINING the Vatican grounds in Rome stands the palatial residence of the pope with its quaint private garden, famed for its display of carpet bedding, fountains, innumerable statues and graceful flower vases with their rare plants. This small plot of ground is exclusively set apart for the use of his holiness the pope. With the Vatican and St. Peter's, the pope may be said to reign over a territory of 80 acres, for, strictly speaking, this is not Italian soil and is entirely under the jurisdiction of the Vatican authorities.

### Cost of Steel Cars.

According to an estimate in the Railway Age Gazette, the cost of substituting steel bars is estimated at about \$50,000,000. At the beginning of this year there were about 3000 passenger cars in service in this country, built of all steel construction. The total number of passenger coaches is about 54,000 so that the number of steel cars is about 0.5 per cent of the total. The cars constructed during the present year 62 per cent will be all steel construction, so that at the end of this year fully 9.3 per cent of all passenger cars will be of steel, while 35 per cent have steel underframes. The percentage of wooden cars in service has dropped in the last three years from 38.2 to 37.3 per cent.

various ways. Several hundred families he had taken to the far west and established on farms. He built a free hospital and maintained it, fully equipped for these industrial toilers. He had two assistants in his employ, one a woman, and through these he provided decent, proper means of acquaintance for young men and women, and aided sensible instead of foolish marriages. He bought a large tract of ground near the great city, for their recreation when this was possible. In every way that he could devise within his means, he devoted himself to the real, practical betterment of the class of people of whom he had in youth been one. But he did this not because of that, but in remembrance and for the sake of the tens of thousands of overburdened, underpaid, overworked, undernourished victims of this system of making things, chief of which is money.

So this man will not have lived quite in vain. So the love plant of that humble girl, manslaughtered by Business, grew and bloomed, if very briefly, not altogether in vain.

### Train Phones for English Railroads.

Passengers from London to Brighton, England, will shortly be able to send or receive telephone messages while on the train, as the London Brighton & South Coast Railway has decided to install the train telephone system on this section of its line. The system, although it uses no antenna, is a wireless one and is capable of being "turned" so that each instrument receives only the message intended for it, to the exclusion of all others. It was given a commercial test on April 20 last on an experimental track at Stratford-on-Avon, the birthplace of Shakespeare, when Marie Corelli, the well known novelist, spoke the inaugural message.

### Electric Fans Displace Screens.

Electric ceiling fans as substitutes for screen doors are being given an interesting test by several business houses in Mobile, Ala. The fans are installed over the doorways on the outside and the draft created is said to effectively prevent flies from entering. The idea was a first tried over the entrance of a store located next to a restaurant, the flies from which were most persistent and annoying in getting past the screen doors. Since the fan has been installed, it is claimed that not a fly has passed through the entrance, although the 6-foot doorway is wide open and customers are continually passing in and out.

### To Make Motion Pictures of Its Passengers.

A steamship company operating a line between New York and Bermuda is to include motion picture exhibitions, in which returning passengers may see themselves, as one of the diversions of the voyage. A practical motion picture photographer accompanies the ship outboard and takes a series of scenes which are developed during the vessel's brief stay in Bermuda. The passengers who book a return passage on the same steamer will thus be privileged to see themselves in lifelike action upon the screen.

### Two Autos Combined Into Motor Stage.

The six wheeled auto stage which runs between Folsom and Sacramento, Cal., is of local design, being formed by attaching an automobile body, with rear wheels in place, to the back of another automobile. The service of this ingenious stage is regular, and it easily maintains a speed of 25 miles an hour.

### Letters and Germs.

Did you ever hear that it is dangerous to open your morning mail at the breakfast table? According to a Berlin scientist, Professor Kron, it is dangerous—very. Professor Kron has succeeded in tracing several cases of contagion to the old custom of waiting until you sit down at the breakfast table before opening and going through your morning mail. He calls attention to the fact that the average man and woman goes down to breakfast with hands and face scrupulously clean, teeth scrubbed and throat gargled. In that condition he is prepared to eat without danger of swallowing more disease germs than may have possibly escaped the watchful attentions of the cook. But instead of doing that he handles letters and papers which have passed through his hands, before reaching his own. Between bites he opens envelopes and wrappers, and in doing so unwittingly paves the way for the absorption of all kinds of germs which may or may not do him a great deal of harm.

### New Explosive Most Powerful.

The United States government has sole control of Hudson Maxims' new explosive, which is considered the most destructive possessed by any nation. The value of this new explosive, we are told, lies in the fact that it will send a projectile through any armor now in use. Mr. Maxim says he believes the American government is better prepared than any other for the destruction of warships of any enemy with high explosive projectiles.

### Argentine Republic Has Largest Battleship.

The super-dreadnaught "Rivadavia," built for the Argentine navy at the Fore River plant, Quincy, Mass., and now ready to be launched, gives the Argentine Republic the largest and most powerful battleship afloat. Unlike any other battleship so far completed, the "Rivadavia" will be able to fire five 12 inch guns on either broadside, or eight ahead and eight astern.

### Fire Engine Serving 64th Year.

Although the fire department of Muskogee, a thriving city of Oklahoma, has two big modern fire engines, an Amoskeag steam fire engine 64 years old is still doing excellent service. One of the minor but interesting features of this old engine is the driver's seat, which looks like an old fashioned office armchair.

## Health and Efficiency

CONDUCTED FOR THE JOURNAL BY LORAL LITTLE

WOUNDS and how they are healed, is a subject worth looking into, for it throws light on all healing. We may learn something of nature's methods if we will observe the healing of a wound. We may see how gentle, slow and subtle are her ways. Seeing the wonderful thing she accomplishes and how little of the process is visible, we are reminded that her most important work is always concealed from the physical eye, though partially discoverable to the eye of reason. This concealment suggests something, too. It suggests that we have little to do in the matter beyond not interfering. And this is confirmed by the fact that the wound of an ignorant savage heals as quickly and surely as the wound of a professor in a medical college—probably the savage has a better chance on the average. (By the term nature the reader will understand is meant the supreme power working in the world of material things.)

A wound is always a rupturing of skin, and the healing of a wound is a growing of new skin in a way to close up the vessels ruptured. For the body is not only enclosed in its envelopes of skin, but it is the same with every organ and cell, and it is by virtue of their trouble, Lockjaw sometimes occurs in such cases—where the external healing proceeds faster than the internal, or where the wound is sealed up by artificial means. The reason is apparently that in the repair work there is some waste, not unlike the sawdust and chips of a carpenter repairing and this waste must escape to the surface or poison the wound.

### Exhaustion of Coal Supply

The available quantity of coal in the proved coal fields is nearly 100,000 million tons. It is easy to calculate that if the rate of working increases as it is doing our coal will be completely exhausted in 175 years. We have in this world of ours only a limited supply of stored up energy; in the British Isles a very limited one—namely, the coal fields. The rate at which this supply is being exhausted has been increasing steadily for the last 40 years.

In 1870 110,000,000 tons were mined in Great Britain, and ever since the amount has increased by three and a third million tons a year. Between 1905 and 1907 the amount of coal raised in the United Kingdom increased from 235,000,000 to 258,000,000 tons, equal to six tons per head of population, against three and a half tons in Germany, and one ton in France. England's commercial supremacy and its power of competing with other European nations are obviously governed, so far as can be seen, by the relative price of coal, and when prices rise owing to the approaching exhaustion of the supplies we may look forward to the near approach of famine and misery.

### Where the Medals Came From.

Delegate James Wickersham of Alaska, at a reception in Washington, nodded rather contemptuously toward a much decorated general.

"You see those three superb medals on the general's breast?" he said. "Well, I'll tell you how he got them. He got the third because he already had two. He got the second because he had one. And he got the first because he had none."

### Earth's Core of Iron.

From the varying transmissions of earthquake vibrations, Professor Weichert concludes that the earth's core is a mass of iron or steel 5500 miles in diameter. This is surrounded by a strong shell 220 miles thick, around which is a liquid or plastic layer with an outer limit about 35 miles below the surface.